

BIG BRIDGE EAKENS

Official Fears Brooklyn Structure Will Collapse.

REACH LIMIT OF CAPACITY

Vice President Calderwood, of the Rapid Transit Company, serves warning of possible calamity if any additional traffic is permitted. Running All the Cars They Dare.

New York, Nov. 21.—The old story that the famous Brooklyn Bridge is in danger of collapse, and the result of the enormous traffic which is daily put upon it, was reviewed today in a new and rather startling form. Vice President John F. Calderwood, of the Brooklyn Rapid Transit Company, which is operating the trolley and elevated trains across the bridge, issued an official statement today, in which he declared that the limit of capacity has been reached; that his company can do nothing further, and that if a calamity comes, his operating department does not desire to be held responsible.

The report that the old structure, which for years has been one of the show places of the world, might collapse, causing a terrible calamity, has been scoffed at so often that this latest cry of "Wolf!" is not likely to receive serious attention, but nevertheless is causing deep interest.

It is now operating five car bridge trains during the rush night and morning, on sixty seconds or better intervals," said Mr. Calderwood. "Some times it will run as low as fifty-five seconds, which means sixty-five car trains, or 250 elevated cars an hour. We are also operating 300 surface cars every hour. We have therefore reached our limit of the present facilities on the Brooklyn Bridge. Every one connected with our operating department is straining every point to do the best he can in connection with this operation, but always fully realizing not only its importance but its danger.

"While the operating department is in no manner responsible for present conditions, you can rest assured that we are keeping the records of this operation in such shape, that in the event of a calamity, not only the men who are in direct connection with this operation will share its responsibility, but all others who are in any way responsible for the present condition will be included."

It is more than ten years ago now since a similar report was made that the bridge was in danger of collapse started New York and caused Brooklynites, who are of nervous disposition, to take the ferry for many weeks. However, the scare soon wore off, and the bridge still stands.

COTTON MARKET.

New York, Nov. 21.—The cotton report shows 5,301 bales ginned to November 11, was made public today. The report shows that the trade expected. The market was irregular after the publication of the report, with sharp bulge followed by a decline, from which level prices rallied about fifteen to seventeen points in a few minutes. The report shows that the cotton crop was ginned from October 18 to November 11, against 2,300,000 in the same period of 1904, when the crop was about 14,000,000 bales. The report indicates that the cotton crop for 1906 will be about 12,000,000 bales, and that the cotton crop for 1907 will be about 14,000,000 bales.

Quotations furnished by Dick Bros. & Co., members of the New York and New Orleans Cotton exchange, 112 E. 11th street, New York.

	Open.	High.	Low.	Closing.
November	10.08	10.11	10.06	10.08 1/2
December	10.12	10.15	10.10	10.12 1/2
January	10.14	10.17	10.11	10.14 1/2
February	10.16	10.19	10.13	10.16 1/2
March	10.18	10.21	10.15	10.18 1/2
April	10.20	10.23	10.17	10.20 1/2
May	10.22	10.25	10.19	10.22 1/2
June	10.24	10.27	10.21	10.24 1/2

New Orleans.

	Open.	High.	Low.	Closing.
December	10.12	10.15	10.10	10.12 1/2
January	10.14	10.17	10.11	10.14 1/2
February	10.16	10.19	10.13	10.16 1/2
March	10.18	10.21	10.15	10.18 1/2
April	10.20	10.23	10.17	10.20 1/2
May	10.22	10.25	10.19	10.22 1/2
June	10.24	10.27	10.21	10.24 1/2

Spot Markets.

	Open.	High.	Low.	Closing.
December	10.12	10.15	10.10	10.12 1/2
January	10.14	10.17	10.11	10.14 1/2
February	10.16	10.19	10.13	10.16 1/2
March	10.18	10.21	10.15	10.18 1/2
April	10.20	10.23	10.17	10.20 1/2
May	10.22	10.25	10.19	10.22 1/2
June	10.24	10.27	10.21	10.24 1/2

GRAIN MARKETS.

Quotations furnished by Charles G. Gates & Co., members of Chicago Board of Trade, Munsey Building, Chicago.

	Open.	High.	Low.	Closing.
December	10.12	10.15	10.10	10.12 1/2
January	10.14	10.17	10.11	10.14 1/2
February	10.16	10.19	10.13	10.16 1/2
March	10.18	10.21	10.15	10.18 1/2
April	10.20	10.23	10.17	10.20 1/2
May	10.22	10.25	10.19	10.22 1/2
June	10.24	10.27	10.21	10.24 1/2

New York.

No. 1 Northern, 10.12; No. 2 Northern, 10.10; No. 3 Northern, 10.08; No. 4 Northern, 10.06; No. 5 Northern, 10.04; No. 6 Northern, 10.02; No. 7 Northern, 10.00; No. 8 Northern, 09.98; No. 9 Northern, 09.96; No. 10 Northern, 09.94; No. 11 Northern, 09.92; No. 12 Northern, 09.90; No. 13 Northern, 09.88; No. 14 Northern, 09.86; No. 15 Northern, 09.84; No. 16 Northern, 09.82; No. 17 Northern, 09.80; No. 18 Northern, 09.78; No. 19 Northern, 09.76; No. 20 Northern, 09.74; No. 21 Northern, 09.72; No. 22 Northern, 09.70; No. 23 Northern, 09.68; No. 24 Northern, 09.66; No. 25 Northern, 09.64; No. 26 Northern, 09.62; No. 27 Northern, 09.60; No. 28 Northern, 09.58; No. 29 Northern, 09.56; No. 30 Northern, 09.54; No. 31 Northern, 09.52; No. 32 Northern, 09.50; No. 33 Northern, 09.48; No. 34 Northern, 09.46; No. 35 Northern, 09.44; No. 36 Northern, 09.42; No. 37 Northern, 09.40; No. 38 Northern, 09.38; No. 39 Northern, 09.36; No. 40 Northern, 09.34; No. 41 Northern, 09.32; No. 42 Northern, 09.30; No. 43 Northern, 09.28; 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